

■ SOCIOLOGY

Men's attitudes towards women haven't changed, survey shows

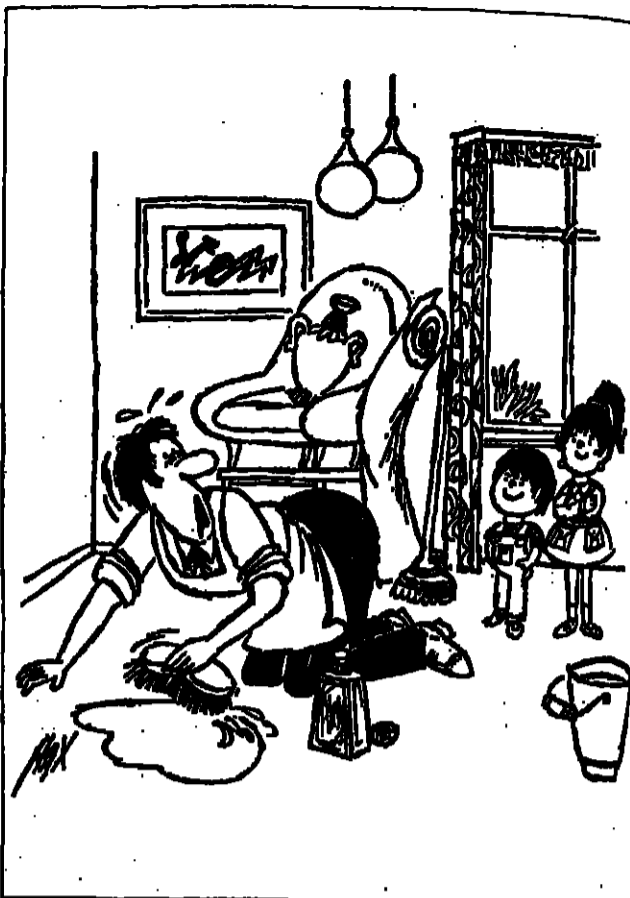


Men have not changed in their attitudes towards women for hundreds of years, according to a survey carried out by the Glessen Institute for Scientific and Social Research under sociologist Professor Helge Pross and published in the magazine *Brigitte*.

A total of 439 men aged twenty to fifty were interviewed, filled in questionnaires and took part in discussion groups. Fifty three per cent of them were officials and professional men, the rest belonged to the working classes. A couple were self-employed, but there were no farmers. They were divided equally between Roman Catholics and Protestants (each 44 per cent), with the remainder belonging to no particular church. Seventy five per cent of the men were married, the remainder single. As far as they are concerned the age-old order of things still goes. Men are the bread-winners of the family and the woman's place is in the home bringing up children, Professor Helge Pross said during a recent lecture in the Hamburg Congress Centre. Family and job take first and second place in men's lives. Politics and hob-

ies are well in the rear. Every second man would choose another occupation if he could start his life again. But none of the interviewees said he would contemplate swapping places with his wife — even supposing she were to earn more than he could. Men still regard it as a slur on their virility to be financially dependent on their wives. According to the outcome of the survey typical men's jobs are pilot, train driver, police inspector and lorry driver. Typical women's jobs, the interviewees thought, are chariady and secretary. Surprisingly the men were prepared to allow that both sexes are equally suited to the occupation of vicar, party leader or mayor. But they had strong reservations about letting their wives take up such a job. Men want their own wives to be content in the home being a housewife. The greatest qualities a wife can have, they say, are thrift, patience and motherliness. According to this survey men in the Federal Republic see no reason why women should not be given the same rights as men — as long as these women do not happen to be their own wives. On the whole they think women should have equal opportunities with men to rise in the world of business. With some reservations they are even acceptable as bosses. Theoretically men are in favour of

women holding their own in industry. But on a personal level they will not hear of it. It still seems to be a matter of prestige for many men that their wives "do not have to go out to work". They are even prepared to go without umpteen extras rather than forego their position as indispensable bread-winner-in-chief. The interviewees said they think men have better nerves, quicker reactions and "more guts" than women — qualities that are highly valuable in a day-to-day working life. Illogically, however, they are nevertheless prepared to accept a woman as Chancellor. Perhaps the 439 men who were interviewed are after all aware that their position is not all it once was and it is for this reason that they tolerate intelligent women — with the exception of their own wives — in all occupations. Despite this, however, they see no call for increasing equality for women in industry.



"... and stop calling me Mummy!"

(Cartoon: Pax/Frankfurter Rundschau)

"Bringing up children properly is more important than any job" say two thirds of the interviewees.

Between the lines of the study it is evident that men subconsciously want a motherly wife. And asked if they are good lovers fifty per cent confessed shamefacedly "no; I don't know."

Gisela Kraefuss

(Die Welt, 24 February 1977)

The German Tribune

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Genscher offers hope for Middle East negotiations

Frankfurter Rundschau

Israel really is in an unenviable position at present. The United States has announced that by the terms of any Middle East settlement Israel will be required to accept substantial revisions to its current frontiers. What is more, President Carter has acknowledged the right of Palestinians, too, to a homeland.

At the PLO congress in Cairo the Palestinians made it clear that they have no intention of abandoning the basic tenets of the PLO charter.

All things considered, Israeli government officials in Jerusalem must surely have been feeling most upset. But Bonn Foreign Minister Hans-Dietrich Genscher brought more encouraging news in two respects.

First, he was able to brief the Israeli government on his talks in Cairo, Damascus and Amman, the outcome of which could well encourage Jerusalem to embark on negotiations.

The indications are that Egypt, Syria and Jordan are not currently disposed to

Even the hard-core rejectionist front within the Palestinian National Council has bowed to circumstances and chosen not to pull out of the PLO, realising that as matters stand any such move would amount to a headlong leap into total political isolation.

What is more however, Herr Genscher demonstrated in Jerusalem that Europe may well be able to lend a useful hand in bringing about negotiations.

This forms part of the flanking measures to back up Israeli and US efforts to which Herr Genscher has repeatedly referred. In the course of his visit to Jerusalem he succeeded in dispelling some of the mistrust felt in Israel about all EEC pronouncements on the Middle East.

Jerusalem fully realises that a fresh round of talks in Geneva will need to be preceded by the most thoroughgoing preparations in a variety of respects. Otherwise the conference might well break down prematurely, thereby blocking the path to a Middle East settlement and all that could entail.

In this context Hans-Dietrich Genscher's visit and the information he was able to provide were of special importance to the Israelis. Herr Genscher is certainly keen to counteract Israeli mistrust of the European Community.

The Nine's latest statement on the Middle East, prematurely leaked, is to undergo further revision before final publication.

In the wake of Herr Genscher's visit



West German Foreign Minister Hans-Dietrich Genscher being welcomed by Israeli Foreign Minister Yigal Allon at Ben Gurion Airport, Tel Aviv on 16 March (Photo: dpa)

Opposition to Germany's Leopard tank

Israel may feel encouraged not to maintain an unbendingly hard line on negotiations, even though official Arab statements do not sound unduly encouraging. Official Arab pronouncements cannot sound an encouraging note, since the Arabs are quick to accuse each other of betraying the common cause. It remains to be seen, however, whether the prospects of a Middle East settlement can be transformed into action.

Precipitate haste is not the answer. The countries on both sides must surely be aware of the domestic problems they face. The pressure these problems bring to bear might yet induce Israel and the Arabs to make cautious approaches to one another. *Christian M. Schöne*

(Frankfurter Rundschau, 21 March 1977)

The standardisation of Nato weaponry has occupied the Atlantic Alliance since its inception, though little progress has been achieved in this sector. Most projects to that effect foundered on national interests.

West Germany, having developed weapons of its own which met with great interest throughout the world, believed that it held a trump card.

But the Federal Republic was evidently mistaken in its belief. Although Washington agreed last autumn to take over certain component parts of the West German assault tank *Leopard II* for its own model XM 1 — in return "Leo" was to be equipped with an American engine — America committed itself without consulting with the powerful armaments industry.

Defence Minister Georg Leber's belief (as well as that of the CDU armaments expert Wörner) following his return from the United States that the Americans would abide by their commitment was, of course, based on statements by the American government. But Herr Leber seems to have overlooked the powers in the background. In any event, he still insists on the deal.

But his attempt to make the purchase of the American early warning system AWACS contingent on this deal has caused a great deal of disenchantment.

The value of AWACS is hotly disputed. And since the Federal Republic is expected to bear the lion's share of the expense for AWACS, Georg Leber believes that he has an effective lever with which to exert pressure.

But the Defence Minister would be well-advised to steer clear of such barter deals. If the tank deal fails to materialise, America will have to bear the blame because it was Washington which insisted on standardisation. Now it has a chance to set a good example.

Heinz Mutmann

(Kölnischer Stadt-Anzeiger, 15 March 1977)

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lend the PLO much more than occasional verbal backing — which is precious little, considering what aid the Palestinians used to receive.

In principle these three seem to have been joined by Saudi Arabia, which in the past may never have granted the PLO asylum, say, but has been generous in its financial support.

The pressure these Arab countries have evidently brought to bear on the PLO has been apparent at the Cairo congress. There may have been no acceptance of fundamental changes in the PLO charter, but it does look as though Yasser Arafat may be granted greater negotiation leeway.

Brandt to chair development aid group

SPD Chairman Willy Brandt has decided to accept the chairmanship of an international commission for Third World development problems offered to him by World Bank President Robert McNamara.

The commission will consist of leading politicians and, as Herr Brandt put it, "some of the foremost experts." Its task will be to work out proposals for speedy social and economic progress in the developing nations during the next decade.

Willy Brandt has not yet said whom he will appoint as members of the commission, but he intimated that he was thinking of people like Edward Heath or Henry Kissinger. He said that there were some three dozen suitable people he could think of to fill the twelve seats — six of them representing the industrialised and six the developing nations. The commission is to have a Secretary-General and a staff of experts.

Herr Brandt pointed out, however, that his forming the commission would be contingent on progress at the North-South Dialogue in Paris where a ministerial conference is scheduled for May.

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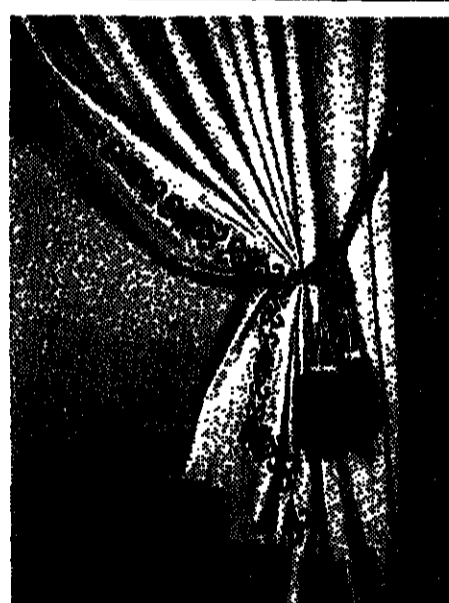
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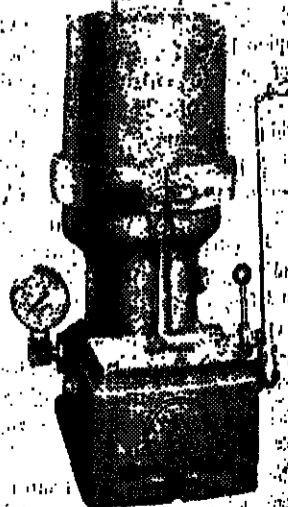
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URBAN LIVING

Fifty towns to take part in tests to make roads safer for pedestrians

Tests are to be carried out in fifty towns in North Rhine-Westphalia for ways of making drivers drive more carefully in built-up areas. The project was started as a result of the horrifyingly high number of road accidents involving children.

A decree issued by the Ministry of Transport in November last year cleared the way for an "experiment in urban road safety" for which 89 towns have now made 130 urban areas test areas.

The towns have proposed safety measures and these are to be tried out in the fifty selected towns over a period of two years. Expert advice for the project has been supplied by the HUK Association, an association of insurance firms. The government is investing five million Deutschmarks in the project.

Two out of three pedestrians who are killed on the roads in this country are children or elderly people. That is, they are people who cannot yet, or are no longer able to obey road safety regulations properly.

Particularly children are all too often killed in housing areas when they run out into the street from behind a car or some other visual obstruction. In North Rhine-Westphalia almost fifty per cent of the children involved in accidents in town centres were under the age of five.

The experiment in the fifty towns that have been chosen are designed to "quieten" traffic in housing areas and streets in the town centre which are lined with private flats and houses.

A similar experiment has already been carried out with great success in the Netherlands. Although the pedestrian shopping centres in the Federal Republic were highly praised by road safety experts as an attempt to solve traffic and road safety problems at the beginning of this decade all eyes are now turned towards the "Delft" experiment in Holland.

Last August a royal decree was issued which altered the highway code. In housing areas pedestrians are permitted to use the whole breadth of certain appropriately signposted streets. Children are permitted to play on these streets and drivers may not drive faster than walking pace. They must continually reckon with pedestrians who may cross their path, particularly children. The same applies to all sorts of objects which may be in



the middle of the road, including uneven road surfaces.

There are no no-through roads in Delft but large sections of the town centre have been made the domain of the pedestrian to all intents and purposes.

Drivers in these streets have to accustom themselves to the ruling that pedestrians have right of way. Fairly inexpensively, streets were filled with flower beds, trees and posts which oblige drivers to zig-zag at a very modest pace even when there are few pedestrians about.

Now that the kerbs have been removed and pavements levelled out to the road, the streets give the impression of being much wider. In fact, of course, with all the "objects", human and otherwise, they are considerably narrower and slower now for drivers. In places where they are apt to forget themselves or lose patience, bumps and hills have been built into the road.

By the end of last year 35 other Dutch towns and cities were following the Delft example. And ordinary citizens

were volunteering to help apple-pie their streets. The whole venture seemed far more like a neighbourly campaign than any administrative measure.

According to the HUK association the test areas chosen for the North Rhine-Westphalian experiment can be divided into six main types of district, none of which is larger than one square kilometre.

Three types of district are of especial importance. The first consists of housing sectors in the centre of towns where there is a maze of streets. In such areas there are usually a great many shops and businesses of various kinds.

The second consists of housing areas further away from the centre of town where there are rather wide streets.

The third consists of so-called "satellites", that is, housing areas that have been built up on the outskirts of towns with newly made streets. Children are not involved in accidents quite so often in these areas, but accidents there tend to upset people who have deliberately moved out of the busiest part of towns even more.

None of the streets in these test areas usually has much traffic, but the areas are flanked by busy streets. Traffic will be permitted on all these roads, and parking will not generally be prohibited. Experts are hoping that the experi-

ment will stop drivers taking high-speed short-cuts through housing areas.

Drivers in these streets will be forced to obey the thirty kilometre per hour road signs by obstacles in the road and — more importantly — at the beginning of the road. There there will most probably be kerb stones across the road to warn drivers, as well as signs.

In narrow streets parking spaces will be made on alternate sides down the length of the road, which will force drivers to do a slow-motion slalom. In contrast to the Dutch experiment, as many parking spaces are to be made available as possible.

Surveys are to be carried out so as to supply information on how the flow of traffic is affected, whether noise decreases, what people think about the experiment before and after and how it works out with children playing in the street — in short, whether towns are safer places for people to live in.

People have long been aware that they cannot persuade drivers to drive within a 30 km speed limit just by putting up signs. Experiments have been made both here and abroad with "thresholds" in the middle of the road, but these have proved unsuccessful — not least because their success varied with different types of car. What is more they caused more noise and exhaust fumes.

The first attempts at copying the Dutch example can already be seen. One street in a town near Munich has been painted with "obstacles". And one street in Bonn has been fitted out with various objects across its whole width and length, leaving just enough space for cars to pass slowly.

Key L. Ulrich
(Frankfurter Allgemeine Zeitung für Deutschland, 11 March 1977)

'Shrinking cities' problem discussed at conference

As a result the average age of people living in cities is increasing, entire quarters are being taken over by foreigners and the general social level is falling rapidly.

Furthermore cities no longer have the wealth they once had because people with high incomes paying correspondingly high sums in tax are also tending to move out of the cities.

But a town's expenditure does not necessarily decrease when its population decreases. On the contrary transport and road maintenance costs rise because of the increase in commuter traffic. And

the amount spent on social projects in the community also increases as socially underprivileged groups build up.

These problems have already become so pronounced that politicians and population experts are starting to divide towns into four main types.

The first type consists of "exotic" areas in more out-of-the-way parts of the country where there is little industry and lack of social and cultural infrastructure makes living there less attractive.

The second type of area suffers from similar problems. These are more urbanised areas where industry is not flourishing and there are growing numbers of unemployed. Typical towns of such areas are Herne, Oberhausen and Dortmund.

In contrast to these areas, the areas people move to, in the third category, attractively combine a thriving industry,

Continued on page 13

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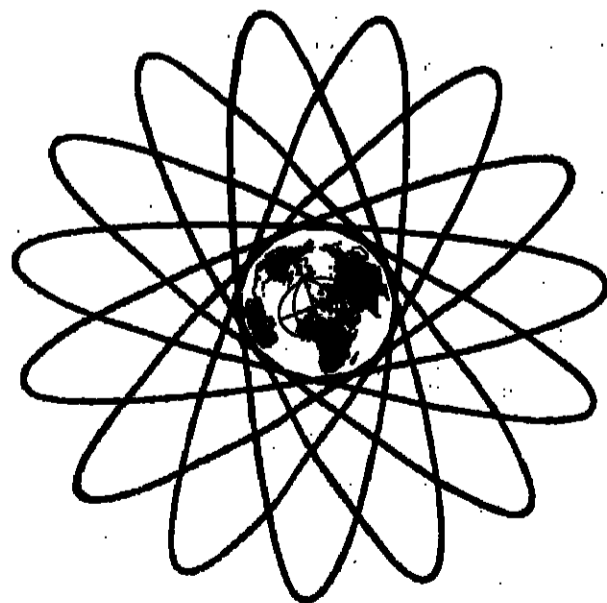
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